Trailmobile Trailer L.L.C.
1000 North 14th St.
Charleston, IL 61920
(217) 348-8181

Administrator
National Highway Traffic Administrator
400 Seventh Street, S.W.
Washington, D.C. 20590

OOV-102.001 (01)

Gentlemen:

1) This report is submitted by Trailmobile Trailer LLC, 200 East Randolph Drive, Chicago, IL 60601.

2) Vehicles involved are Trailmobile highway truck trailers bearing serial numbers per **Attachment A.**

   The trailers are all cargo van trailers manufactured between 11/96 and 1/00 with ConMet PreGreased trailer hubs.

3) There are 345 trailers involved.

4) All trailers have the defect.

5) The contamination of lubricant of PreGreased trailer hubs.

6) Circumstances leading to Trailmobile's decision include a letter received on 3-15-00 from Consolidated Metco.

7) N/A

8) Trailmobile is not required by the Act to remedy without charge.

9) Copies of notices to be sent to customers and branches are attached.

Sincerely,

Donald E. Paylor

Donald E. Paylor
Director of Warranty & Service
Trailmobile Trailer LLC

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Trailmobile Trailer L.L.C.
1000 North 14th St.
Charleston, IL 61920
(217) 348-8181

ODV-102.001 (03)

SAMPLE

Dear Sir or Madam:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act which relates to Trailmobile Serial #(s):

Trailmobile Trailer LLC has been notified by Consolidated ConMet that describes several maintenance issues relating to ConMet PreGreased trailer hubs. There have been instances where premature bearing failure has occurred due to contamination problems in the outer bearing. **If the outer bearing of a PreGreased trailer hub fails, it can result in the hub assembly unexpectedly coming off the spindle causing serious injury and property damage.** Contamination of greased wheel ends is more difficult to detect than in oil bath hubs when subjected to one or more of the following conditions:

- Tire inflation systems that use pressurized lines running through the hub that develops leaks.
- Leaking hubcaps combined with high-pressure washing which may force water and detergent into the wheel end.
- Vented axles where iron oxide (rust) from inside the axle tube may enter the wheel end system through the vent hole.

Trailmobile will not reimburse cost of any inspection or repairs. The ConMet bulletin states under certain conditions that ConMet will supply oil seals and hubcaps.

Please follow the attached ConMet service bulletin.

If you have any questions about these issues please contact Danette Mizo or Dick Harr at ConMet Field Service, 1-800-547-9473.

Sincerely,

Donald E. Paylor
Director of Warranty & Service
Trailmobile Trailer LLC

kjc

00V-102.001 (03)

ATTACHMENT A

CUSTOMER NAME	*SERIAL #'S*
Boise Cascade Corp.	V9002841-46 = 10 UNITS W9009823-67 = 45 UNITS X9004957-71 = 15 UNITS X9016591-6620 = 30 UNITS X9008765-94 = 30 UNITS Y9012967-81 = 15 UNITS
O & S Trucking Inc.	W6004375-449 = 100 UNITS W6009445-74 = 30 UNITS X6002226-40 = 70 UNITS

CONMET Technology Bulletin

Procedure for Field Inspection of PreGreased Trailer Hubs

PURPOSE

This procedure provides the required inspection frequencies and instructions for evaluation of PreGreased Trailer Hubs.

This procedure applies to all PreGreased Trailer Hubs that have been assembled with the following components that may be incompatible with a PreGreased Hub.

- Tire inflation systems that have pressurized lines inside the hub cavity.
- Vented hubcaps other than ConMet approved non-vented hubcaps.
- Axles containing vent holes from the hub cavity into the tube.

In addition to these special inspections, regular inspections of all hubs should be conducted during routine maintenance of tires and brakes.

INSPECTION PROCEDURES

Tire Inflation Systems:

Tire Inflation System Retained - The PreGreased hub **MUST** be converted to an oil bath PreSet hub. Refer to ConMet Technology Bulletin ENG-02-00, Converting PreGreased Hubs to Oil. Lubrication.

PreGreased Hubs Retained - The tire inflation system **MUST** be removed and the hub **MUST** be inspected according to the procedure outlined below.

Hub Inspection:

1. Remove hubcap and inspect for leakage of water and contaminants into hub cavity. If contamination is found, the hub will need to be rebuilt according to the guidelines in ConMet's PreGreased Hub Service Manual CMI-100M-199. The attached photo's show unacceptable and acceptable examples:
   - Photo 1 – Unacceptable level of contamination
   - Photo 2 – Acceptable hub appearance
2. If no visible contamination is found, raise and support the trailer in accordance with shop safety practices.
3. Check for roughness by rotating the wheels by hand and by holding hand on brake chamber or axle.
4. Check bearing for excessive endplay by placing a pry bar under the tires and lift and move the hub up and down – in and out with hand placed on the top of the tire.
5. When roughness or endplay is detected, the hub is to be rebuilt in accordance with CMI-100M-199, ConMet's PreGreased Service Manual.

001-102.001 (63)

Hubcap Inspection

Hubcaps with vents or non-vented hubcaps with window gaskets may leak during high-pressure washing or in extreme operating environments and should be inspected.

1. Remove the hubcap.
2. Inspect the inside of the hubcap for evidence of leakage, and visually inspect the hub, outboard bearing retainer, spindle nut and snap ring for evidence of contamination.
3. The attached photo's show examples of acceptable and unacceptable conditions:
   - Photo 1 – Unacceptable level of contamination
   - Photo 2 – Acceptable hub appearance
   - Photos 3 & 4 – Leaking hubcaps
4. If there is evidence of leakage inside the hubcap and contamination of the outer parts of the hub are found, there are two options available:
   4.1. **Rebuild and Repair PreGreased Hub** - Any rework required is to be done in accordance with ConMet's PreGreased Service Manual, CMI-100M-199. The source of any contamination should be identified and eliminated. The hubcap and gasket are to be replaced with a ConMet non-vented hubcap and gasket, ConMet's part number 106862 for TN axles and 106866 for TP axles.
   4.2. **PreSet Oil Conversion** -The PreGreased hub can be converted to a PreSet Oil bath hub according to the instructions in Technical Bulletin ENG-02-00.
5. If no leakage or contamination is found, the hubcap and gasket are to be replaced with a ConMet non-vented hubcap and gasket, ConMet's part number 106862 for TN axles and 106866 for TP axles.
6. If vented hubcaps or non-vented hubcaps with window gaskets are retained, these units should be inspected at intervals of 3 months or 10,000 miles, whichever comes first.

Axle Spindles with Vent Holes

1. Remove the hubcap.
2. Inspect the spindle end for a small vent hole at the centerline between the axle tube and the hub cavity. (Photo 5). Some holes that appear to be vents are not connected to the axle tube and do not need to be plugged.
3. If the axle is vented, contact the axle manufacturer for their recommended procedure for plugging the vent.
4. Inspect for evidence of contamination migrating from the axle vent hole into the hubcap and hub cavity. (Photo 6)
5. Where contamination is found, two options are available:
   5.1. **Rebuild and Repair PreGreased Hub** - Any rework required is to be done in accordance with ConMet's PreGreased Service Manual, CMI-100M-199. The source of any contamination should be identified and eliminated. The hubcap and gasket are to be replaced with a ConMet non-vented hubcap and gasket, ConMet's part number 106862 for TN axles and 106866 for TP axles.
   5.2. **PreSet Oil Conversion** -The PreGreased hub can be converted to a PreSet Oil bath hub according to the instructions in Technical Bulletin ENG-02-00.

OUV-102.001 (06

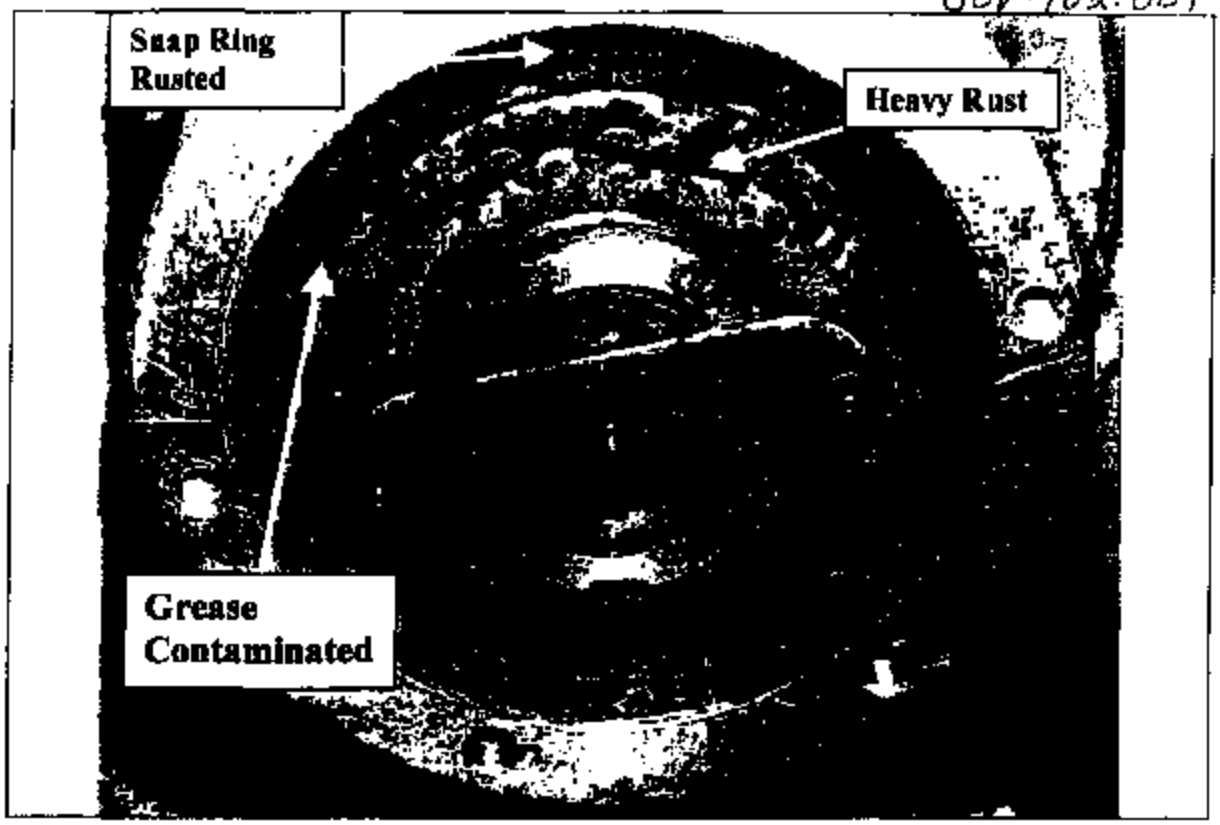

Photo 1 - Unacceptable Level of Contamination

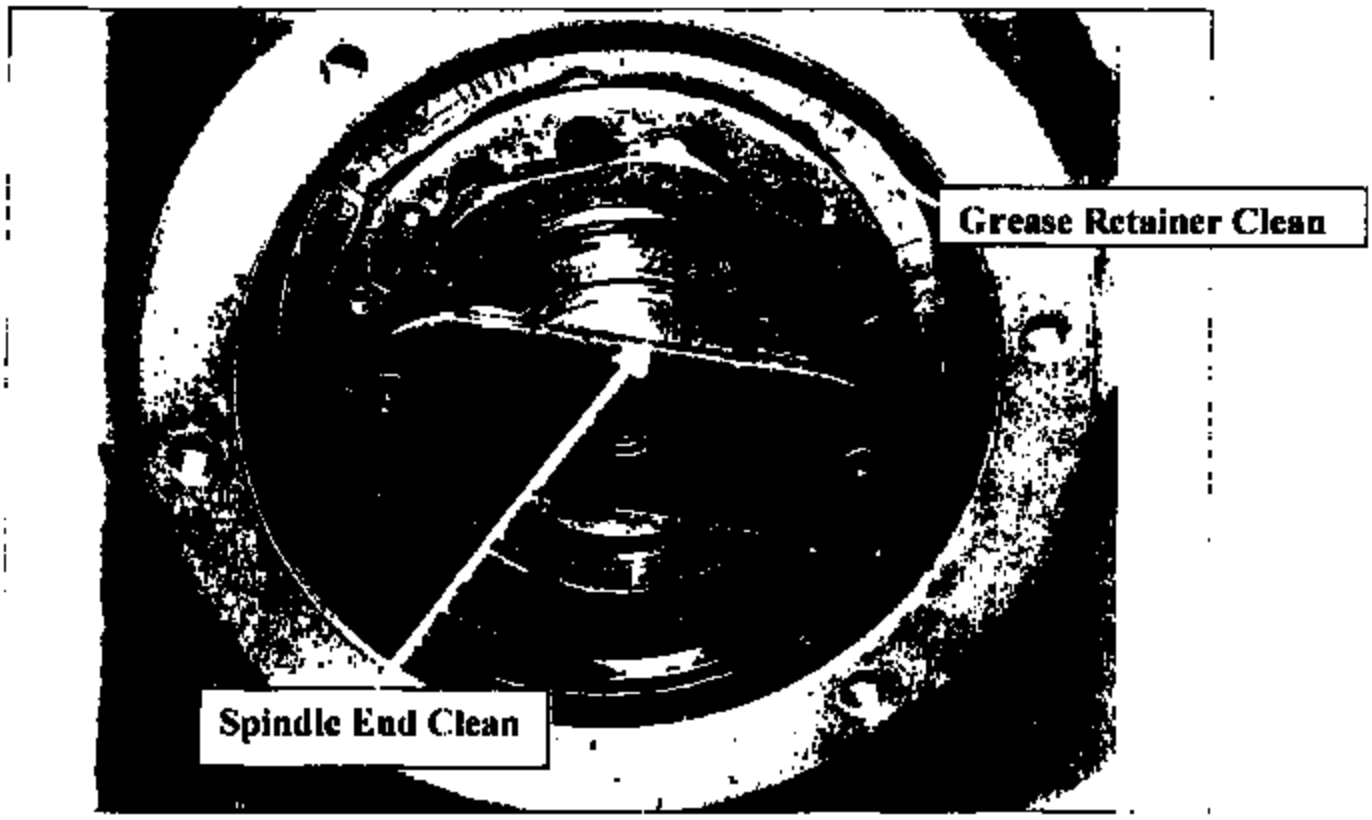

Photo 2 – Acceptable Condition

OOV-102.001 (a7)

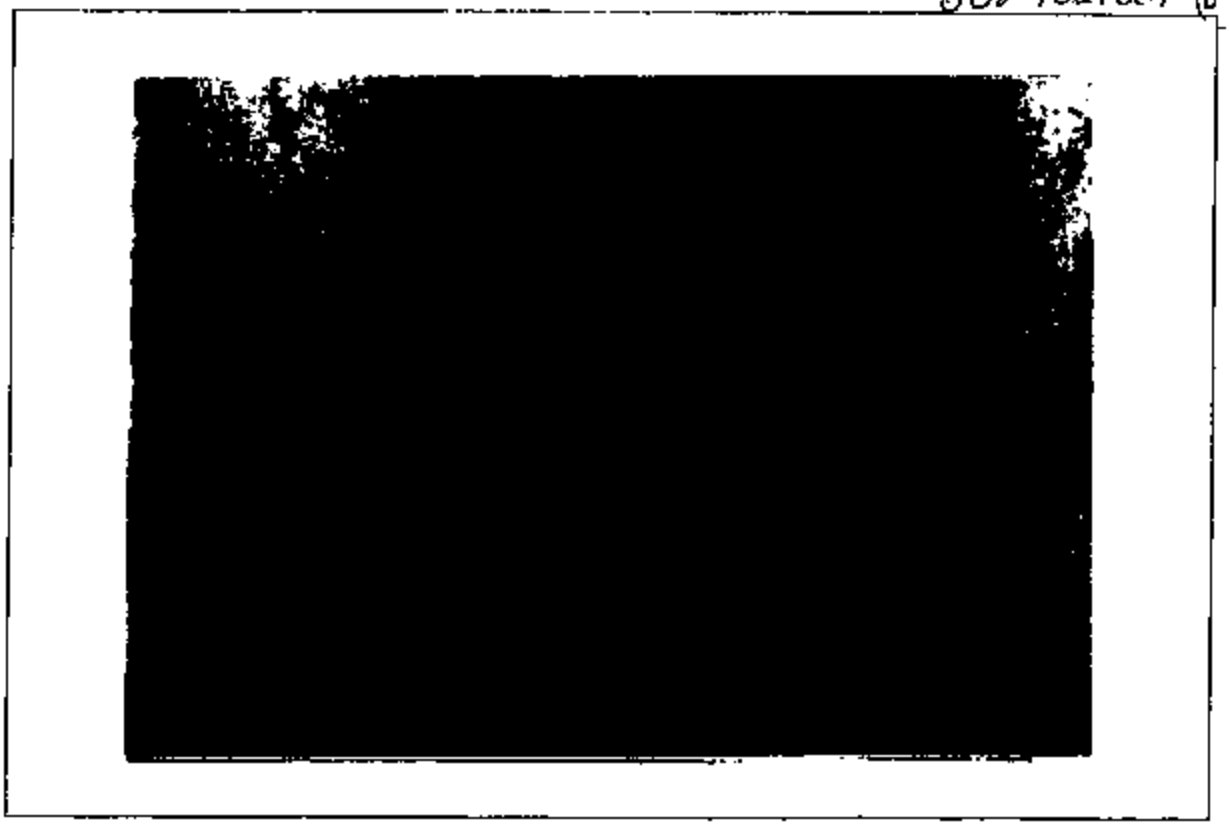

Photo 3 – Aluminum Hubcap Leakage

Photo 4 – Steel Hubcap Leakage

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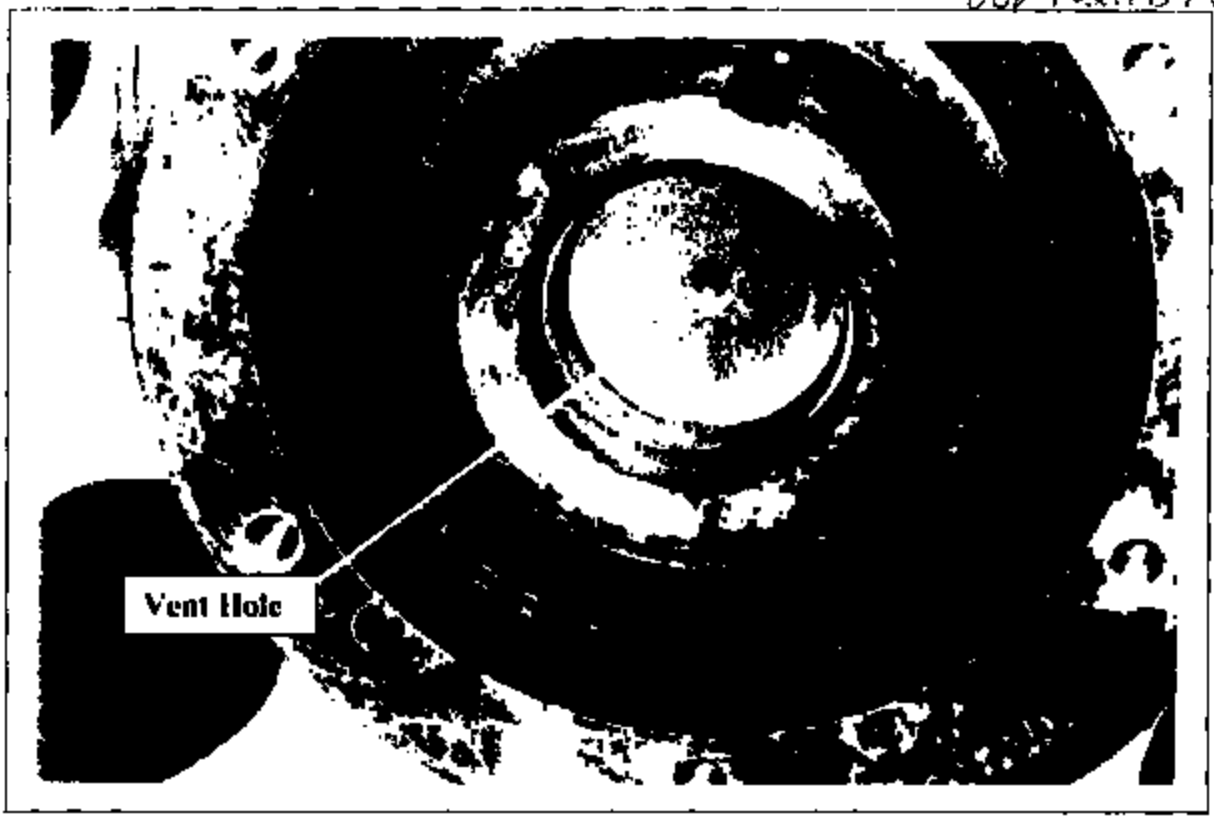

Photo 5 – Axle with Vent Hole

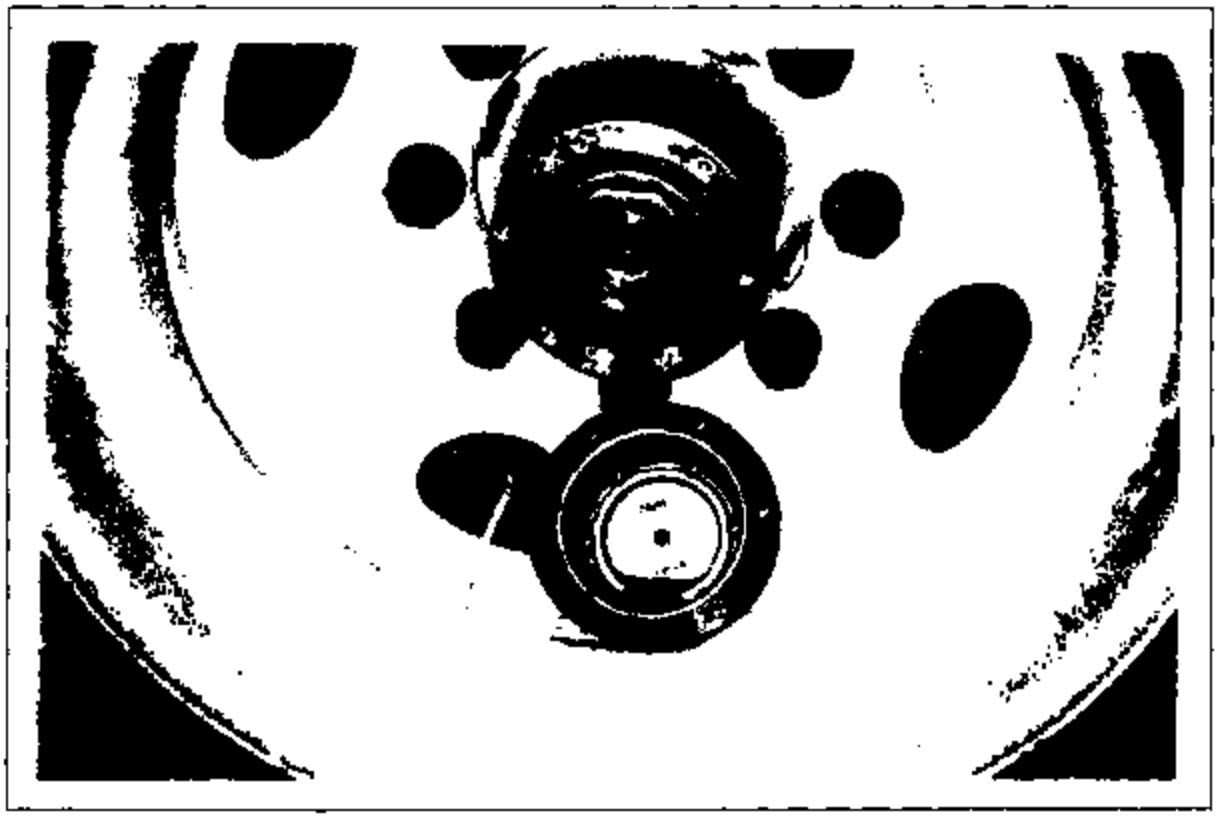

Photo 6 – Iron Oxide Contamination From Axle Tube

CONMET

Service Bulletin

SB-01-00

PreGreased Trailer Hubs – Inspection for Contamination of Lubricant

- **Tire Inflation Systems**

ConMet has currently stopped all shipments of PreGreased trailer hubs because of application problems when used in conjunction with tire inflation systems that can pressurize the inside of the hub.

Tire inflation systems that have pressurized lines running through the hub assembly can develop leaks that will result in pressurization of the hub and the introduction of contaminants into the hub. If this condition is allowed to persist without appropriate maintenance, the grease in the outer bearing may breakdown, resulting in reduced performance and ultimately the potential for catastrophic failure of the outer bearings. **If the outer bearing fails, it can result in the hub assembly unexpectedly coming off the spindle causing serious injury and property damage.** In the case of greased wheel ends, it may be difficult to detect this condition since there is no inspection sight glass in the hubcap where lubricant condition can be monitored. Oil bath hubs may also be susceptible to the same situation, but routine maintenance inspections of the oil level should increase the chance of detecting lubricant and bearing damage due to a leaky tire inflation system.

Because leaks can develop in the tire inflation system internal to the hub that can be difficult to detect, we recommend the immediate inspection of PreGreased trailer hubs according to the attached Technical Bulletin ENG-01-00. After inspection, ConMet recommends PreGreased trailer hubs not be used in conjunction with tire inflation systems that have pressurized lines internal to the hub. One of the following two actions should be taken:

1) **Remove the tire inflation system to eliminate the possibility of contamination. (Note: You must inspect the hub to assure no damage has been done while the tire inflation system was in place according to the attached Technical Bulletin ENG-01-00).**

Or

2) **Convert from a PreGreased Hub to a PreSet Hub using oil for the lubricant. (Follow the instructions in Technical Bulletin ENG-02-00).**

For owners of PreGreased hubs on vehicles with tire inflation systems who elect to convert to PreSet hubs with oil lubrication, ConMet will provide hubcap and seal kits along with shipping at no charge. Kits can be ordered by calling, faxing, or e-mailing ConMet at:

1-800-547-9473
1-503-240-5488 FAX
FieldService@Conmet.com

ConMet will not warrant any of its products when it can be demonstrated that contamination or pressurization resulting from a tire inflation system was the cause of failure. As long as the tire inflation system remains on the vehicle, the risk of wheel end pressurization and contamination remain. Oil will increase the probability of detecting a leak in the tire inflation system, but will not eliminate the risk of bearing contamination from a leak.

- **Contamination from Hubcaps and Axle Vent Holes**

Hubcaps

PreGreased hubs are designed to work with ConMet non-vented hubcaps, PNs 106862 for the TN axle and 106866 for the TP axle. If other hubcaps are installed on the hub, they must be non-vented or have a vent that will exclude contamination under all service conditions. Some vented hubcaps or non-vented hubcaps with window gaskets may leak during high pressure power washing of vehicles, allowing small quantities of water and detergents into the hub which may contaminate the grease in the outer bearing. If this condition is allowed to persist without appropriate maintenance, the grease in the outer bearing may breakdown, resulting in reduced performance and ultimately the potential for catastrophic failure of the outer bearing. **If the outer bearing fails, it can result in the hub assembly unexpectedly coming off the spindle causing serious injury and property damage.** In the case of greased wheel ends, it may be difficult to detect this condition since there is no inspection sight glass in the hubcap where lubricant condition can be monitored.

If other than ConMet non-vented hubcaps are used (i.e. hubcaps that have vents or are non-vented but contain window gaskets), the PreGreased hub should be inspected for contamination every **3 months or 10,000 miles**, whichever comes first. The inspection procedure and what to look for are in the attached Technical Bulletin ENG-01-00.

For owners of PreGreased hubs on vehicles with hubcaps that show signs of leakage or who wish to change them to non-vented ones to eliminate the inspection interval, non-vented hubcaps are available from ConMet at no charge. Contact the service numbers on the preceding page for information on obtaining these.

For hubs with hubcaps that have leaked, the hub and bearings should be cleaned, bearings inspected or replaced, bearings greased and reassembled according to the maintenance procedures in CMI-100M-199. Hubs can be converted to oil lubricant by following the instructions in Technical Bulletin Eng-02-00.

Axle Vent Holes

Some trailer axles contain small vent holes at the axle centerline between the axle tube and the hub cavity. Under some circumstances, these vent holes will pass fine particles of iron oxide (rust) into the hub cavity that could contaminate the grease in the outer bearing. If this condition is allowed to persist without appropriate maintenance, the grease in the outer bearing may breakdown, resulting in reduced performance and ultimately the potential for catastrophic failure of the outer bearing. **If the outer bearing fails, it can result in the hub assembly unexpectedly coming off the spindle causing serious injury and property damage.** In the case of greased wheel ends, it may be difficult to detect this contamination since there is no inspection sight glass in the hubcap where these contaminants can be seen.

A **one-time inspection** of the axle end to determine if it contains a small vent hole between the axle tube and the hub cavity is recommended. If a vent hole is found, contact your axle manufacturer for their recommended practice on how it can be plugged. The attached Technical Bulletin Eng-01-00 shows what a vented and non-vented axle tube looks like. If iron oxide is present in the wheel end, the hub and bearings should be cleaned, bearings inspected or replaced, bearings greased and reassembled according to the maintenance procedures in CMI-100M-199. Hubs can be converted to oil lubricant by following the instructions in Technical Bulletin Eng-02-00.

Different axle manufacturers have followed different practices on venting axle tubes. Some small holes at the centerline of axles using forged spindle ends are not vents since they do not connect to the tube.

CONSOLIDATED METCO INC.

13940 NORTH RIVERGATE BLVD.
P.O. Box 83201 (97283)
Portland, OR 97203-0201

PHONE: 503/286-6741
FAX: 503/240-5443

CONMET
The Leader In Lightweight Technology

001-102.001 (11)

March 14, 2000

Dear PreGreased Trailer Hub Owner:

The attached service bulletin describes several maintenance issues relating to Conmet **PreGreased** trailer hubs. There have been instances where premature bearing failure has occurred due to contamination problems in the outer bearing. **If the outer bearing of a PreGreased trailer hub fails, it can result in the hub assembly unexpectedly coming off the spindle causing serious injury and property damage.** Contamination of greased wheel ends is to be more difficult to detect than in oil bath hubs when subjected to one or more of the following conditions:

- Tire inflation systems that use pressurized lines running through the hub that develop leaks.
- Leaking hubcaps combined with high-pressure washing which may force water and detergent into the wheel end.
- Vented axles where iron oxide (rust) from inside the axle tube may enter the wheel end system through the vent hole.

The attached service bulletin describes in further detail the recommended steps to address each potential problem. **Your trailer hubs must be inspected at the earliest opportunity to assure it is safe to continue to operate.** If you have any questions about these issues please contact Danette Miro or Dick Harr at ConMet Field Service, 1-800-547-9473.

Sincerely,

ConMet

Enclosures

Service Bulletin SB-01-00
Technical Bulletin ENG-01-00
Technical Bulletin ENG-02-00
PreGreased Maintenance Manual CMI-100M-199

OOV-102.001 (13)

CONMET Technology Bulletin

ENG-02-00, Rev. -, 03/13/00 Page 1 of 1

Procedure for Converting PreGreased Trailer Hubs to Oil Lubrication

1. Remove hub and disassemble according to the instructions in the ConMet PreGreased Hub Service Manual, CMI-100M-199, pages 5 – 7.

2. Wipe excess grease from the bearings and the spacer and remove any grease present inside the hub.

3. Inspect and replace any damaged bearing cups or cones. For additional instructions on inspection, cleaning, and replacement of cups and cones refer to the ConMet PreGreased Hub Service Manual, CMI-100M-199 pages 8 - 9.

4. Remove the two- (2) interior grease caps from the hub by driving them into the center of the hub with a drift or twisting them out with a pair of pliers. These are thin steel parts and will collapse easily. **Note: These grease caps will restrict oil flow if left inside of an oil filled hub and must be removed.**

5. Install a new seal following the instructions in the PreGreased Service Manual pages 13 - 14.

6. Install the hub part way onto the spindle. Put the spacer over the spindle and install the outer bearing in place in the hub, to keep the unit aligned. Push the bearing on the spindle until the hub assembly meets the resistance of the seal on the seal journal. **Note: The spacer must be installed for the PreSet to work.**

7. Install the spindle nut and torque to 300 Ft-lbs. Install the locking device for the spindle nut. If the locking device will not engage, advance the nut until it will lock. If a double nut system is being used, torque the outer nut to 200 Ft-lbs.

8. Install a new ConMet approved gasket and hubcap. The oil bath hubcap should have a fill hole and sight glass (ConMet PN 106819 for "TN" type, and 106870 for "TP" type axles). Discard the original grease hubcap that does not have a sight glass or fill hole. Torque all hubcap bolts to 12 – 18 Ft-lbs. using a star pattern.

9. Fill the hub with the recommended oil up to the fill line on the hubcap.

10. Reinstall the brake drum and wheels according to the ConMet PreGreased Service Manual, CMI-100M-199 pages 17 – 20.

11. Rotate the wheels. They should spin with minimal resistance. If they do not, first verify the brakes are not dragging, then disassemble the hub, identify the problem, and reassemble according to the instructions above.

12. Recheck the oil level after 15 minutes and refill as required to the fill line.

13. Remove decals that pertain to PreGreased Wheel Ends. Install Oil PreSet™ decal P.N. 106873 (blue letters).